

State of California
Business, Transportation and Housing Agency
Department of Transportation

PROGRAM AMENDMENTS
Traffic Congestion Relief Applications
Resolution: TAA-02-08
Action item

Prepared By:
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CTC Meeting: August 22, 2002
Reference No: 2.1c.(2)

Original Signed By:

ROBERT L. GARCIA
Chief Financial Officer
August 1, 2002

TRAFFIC CONGESTION RELIEF (TCR) PROGRAM
APPLICATION AMENDMENT APPROVAL

RESOLUTION TAA-02-08
Amending Resolutions TA-01-11 and TAA-01-05

At the August 22, 2002 California Transportation Commission (Commission) meeting, the Commission will be asked to consider the following two Traffic Congestion Relief Program application amendments. The Department recommends the Commission approve the requested actions. A fact sheet describing each project is attached.

- Project #44 – Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County. Amend application to update project schedule and cost. Original TCR application approved under Resolution TA-01-01, as amended by Resolution TAA-01-05. The Port of Long Beach is requesting this amendment.
- Project #156 – Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system. Amend application to update project schedule and increase TCRP funding for Phase 1 – Environmental and Permits and Phase 2 – Plans, Specifications and Estimates. Original TCR application approved under Resolution TA-01-11. The Bay Area Rapid Transit District is requesting this amendment.

TCR Program – Application Amendment Project #44

Los Angeles **Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$53,500	<i>TCRP Funds covered by application:</i>	\$0
	\$50,429		
<i>Total TCRP Funds Available:</i>	\$18,400	<i>Phases(s) covered by application:</i>	All
<i>Lead Agency:</i>	Port of Long Beach	<i>Implementing Agency:</i>	Same

TCRP Allocation requested concurrently with application: **\$1,014**

for Phase(s): 2,3

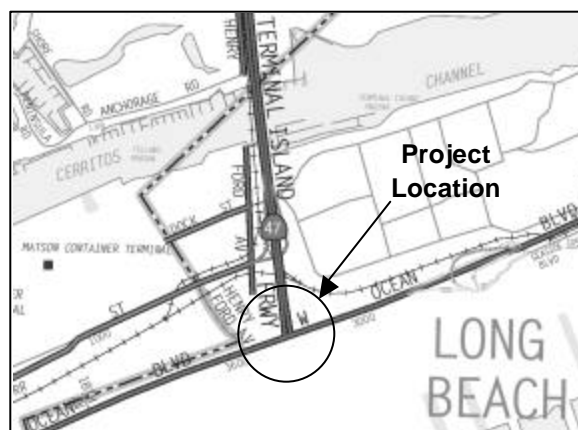
Advanced requested: \$0

for Phase(s): N/A

Project Summary: Construct a grade-separated interchange at Ocean Boulevard and the Terminal Island Freeway, and at Ocean Boulevard and Henry Ford Avenue, including the preparation of plans and specifications, estimates (PS&E), and related support activities for design and construction

Summary of Action: This amendment updates the project cost from \$50,429,000 to \$53,500,000 and updates the project schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

Reason for Change: The estimated project cost increased during the PS&E phase of the project, but most of the increase was avoided by eliminating the Pier S/Pier T connector overpass, as recommended by the Department's Value Analysis process. The project schedule extension is required to perform the extensive redesign to eliminate this overpass. The resulting net increase in the estimated total project cost was thereby minimized.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare PSR and PR, obtain CEQA and Coastal Development Permits	3/97	4/00	\$1,229
2	Prepare PS&E	5/00	10/02	\$4,745
			10/01	\$3,800
3	Utility Relocation, Minor Property Acquisition	2/01	1/03	\$14,725
		5/00	12/01	\$13,900
4	Construction	12/02	12/04	\$32,801
		12/01	3/04	\$31,500
Total:				\$53,500
				\$50,429

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		\$949	\$14,725	\$2,726	\$18,400
		Proposed		\$760	\$13,900	\$3,740	
Port	Local	Committed	\$246			\$3,080	\$3,326
		Proposed				\$9	\$255
Prop C	Measure	Committed				\$5,264	\$5,264
		Proposed					
TEA 21	Federal	Committed				\$15,000	\$15,000
		Proposed					
ISTEA	Federal	Committed	\$983	\$3,796		\$6,731	\$11,510
		Proposed		\$3,040		\$7,487	
	Totals:	Committed	\$1,229	\$4,745	\$14,725	\$32,801	\$53,500
		Proposed		\$3,800	\$13,900	\$31,500	\$50,429
	Totals:		\$1,229	\$4,745	\$14,725	\$32,801	\$53,500
				\$3,800	\$13,900	\$31,500	\$50,429

Prior TCRP Action: Original application was approved on January 17, 2001 (TA-01-01) for \$18,400,000 for Phases 2, 3 and 4. Major amendment was approved on June 7, 2001 (TAA-01-05) to redistribute TCR funds between phases.

Status of Conditions: No conditions set.

Discussion/Issues: Project is fully funded. Environmental and Regional Transportation Plan documentation is on file. Environmental Document (Negative Declaration) approved by the CTC in March 2001 under Resolution E-01-24.

Recommend Approval

TCR Program – Application Amendment Project #156**Regional Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$413,000	<i>TCRP Funds covered by application:</i>	\$19,500
<i>Total TCRP Funds Available:</i>	\$20,000	<i>Phases(s) covered by application:</i>	1,2
<i>Lead Agency:</i>	San Francisco Bay Area Rapid Transit District	<i>Implementing Agency:</i>	Same

TCRP allocation requested concurrently with application: \$7,970

for Phase(s): 1

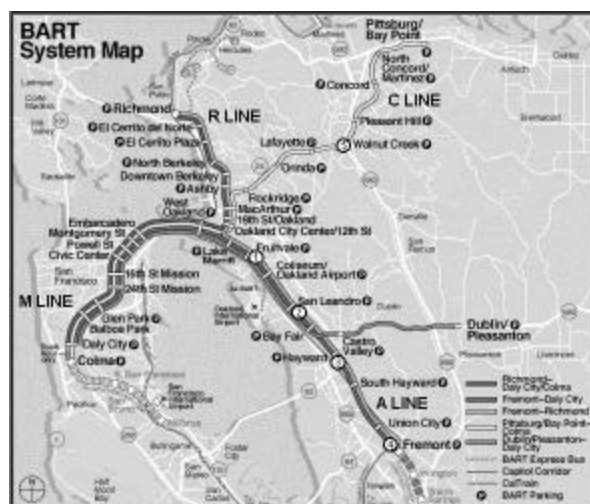
Advance requested: \$0

for Phase(s): N/A

Project Summary: The overall project will make improvements to the BART system to provide the Bay Area with a critical transit lifeline in the event of an earthquake. Improvements will be made from the Transbay Tube eastward towards the Caldecott Tunnel. The original BART system design needs to be brought up to current standards to withstand a Maximum Credible Earthquake (MCE) and return to service with a minimum delay after such an event.

The project will be segmented and, therefore, phases may overlap.

Summary of Action: This amendment updates the project schedule and funding plan. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.



Reason for Change: Based on the Vulnerability Study recently completed, the project cost and schedule has been revised to reflect the increased complexity of the work required for the Transbay Tube. The Study showed that geotechnical studies/exploration along the length of the tube in the bay are required as well as additional preliminary design and studies for environmental clearance.

Cost and Schedule (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Prepare Engineering Studies, Environmental Review, Permits	3/00	6/04 4/03	\$40,796 \$25,228
2	Prepare PS&E for Seismic Core System	3/03	11/05	\$32,800
3	Right of Way Easements	3/03	11/05	\$3,500
4	Construct Core System Seismic Improvements	9/03	12/08	\$335,904
Total:				\$413,000

Funding Plan (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$8,470	\$11,530			\$20,000
			\$500				
Local Seismic Safety	State	Committed	\$9,100	\$18,070	\$500	\$56,330	\$84,000
			\$6,200				
STIP-RIP	State	Committed	\$10,200				\$10,200
		Proposed					
BART	Local	Committed	\$10,000	\$2,000			\$12,000
			\$7,000				
STP	Federal	Committed	\$3,026				\$3,026
			\$1,358				
	Totals:	Committed	\$40,796	\$31,600	\$500	\$56,330	\$129,226
			\$25,258				
		Proposed		\$1,200	\$3,000	\$279,574	\$283,774
		Totals:	\$40,796	\$32,800	\$3,500	\$335,904	\$413,000
			\$25,258				

Prior TCRP Action: Original application was approved on July 11, 2001 (TA-01-11) for \$500,000 for Phase 1. Minor amendment was approved on February 7, 2002 based on the October 2001 Progress Report. Minor amendment was approved on June 27, 2002 based on the April 2002 Progress Report.

Status of Conditions: No previous conditions set.

Discussion/Issues: Regional Transportation Plan documentation is on file. Funding in the amount of \$283,774,000 remains to be identified. The BART Board of Directors on July 24, 2002 approved the placement on the November 2002 ballot the issuing of BART General Obligation Bonds to fully fund the project.

Recommend Approval with the following condition:

- The allocation of funds for design is contingent upon receipt of a plan identifying fully funded, usable segments.

CALIFORNIA TRANSPORTATION COMMISSION
Approval of Traffic Congestion Relief Program
Project Application Amendment

RESOLUTION TAA-02-08
Amending Resolutions TA-01-11 and TAA-01-05

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
- 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief Program (TCRP); and
- 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
- 1.4 WHEREAS on January 18, 2001, the Commission passed Resolution TA-01-01 approving TCRP Project #44 – Route 47 (Terminal Island Freeway), for \$18,400,000 to the Port of Long Beach; and
- 1.5 WHEREAS on June 7, 2001, the Commission passed Resolution TAA-01-05 approving the redistribution of TCR funds for TCRP Project #44 – Route 47 (Terminal Island Freeway), between Phase 2 – Plans, Specifications and Estimates (PS&E), Phase 3 – Right of Way (ROW) and Phase 4 – Construction (CON); and
- 1.6 WHEREAS the Port of Long Beach has submitted an amended application for TCRP Project #44 – Route 47 (Terminal Island Freeway), to reflect a revised project schedule and updated financial plan based on a completed Value Analysis; and
- 1.7 WHEREAS on July 11, 2001, the Commission passed Resolution TA-01-11 approving TCRP Project #156 – Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system, approving \$500,000 to the Bay Area Rapid Transit District (BART) for Phase 1 – Environmental and Permits (ENV); and
- 1.8 WHEREAS the BART has submitted an amended application for TCRP Project #156 – Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system, updating the project schedule and financial plan based on completion of the Vulnerability Study.

2.1 NOW THEREFORE BE IT RESOLVED the Commission does hereby approve the following two TCRP project application amendments as submitted, with subsequent clarifications and revisions:

- Project #44 – Route 47 (Terminal Island Freeway); construct interchange at Ocean Boulevard Overpass in the City of Long Beach in Los Angeles County. Amend application to update project schedule and cost.
Applicant agency: Port of Long Beach
Implementing Agency: Port of Long Beach

- Project #156 – Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system. Amend application to update project schedule and increase TCRP funding for Phase 1 – Environmental and Permits and Phase 2 – Plans, Specifications and Estimates.
Applicant agency: Bay Area Rapid Transit District (BART)
Implementing Agency: BART;

and

- 2.2 BE IT FURTHER RESOLVED that for TCRP Project #156 – Seismic retrofit and core segment improvements for the Bay Area Rapid Transit system, an allocation of funds for design is contingent upon receipt of a plan identifying fully funded, usable segments; and
- 2.3 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1st and October 1st of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.4 BE IT FURTHER RESOLVED that this TCRP project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.5 BE IT FURTHER RESOLVED that CTC Resolutions TA-01-11 and TAA-01-05 are hereby amended.